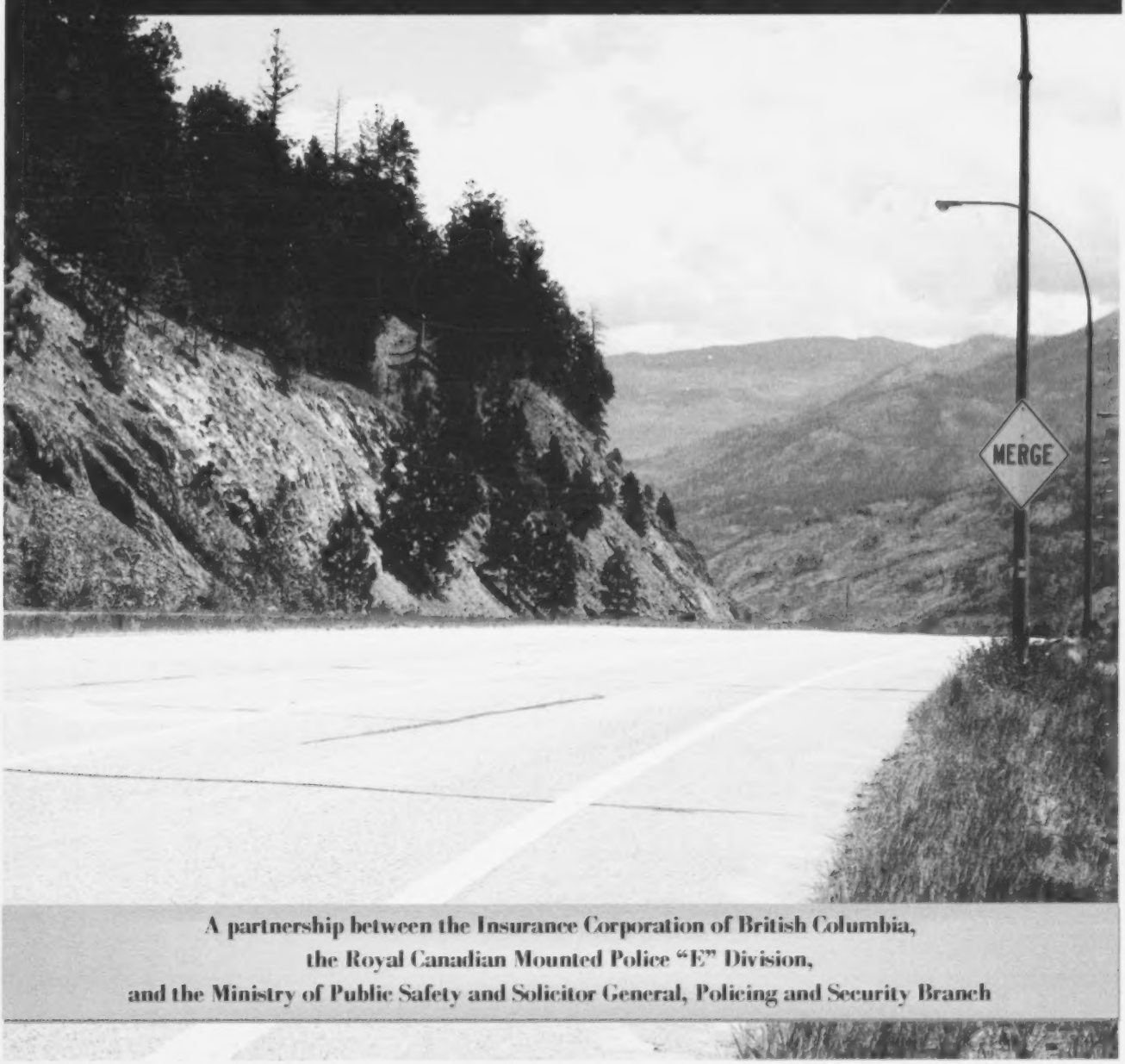
ENHANCED TRAFFIC ENFORCEMENT PROGRAM

ANNUAL REPORT 2014

BRITISH COLUMBIA
Ministry of Public Safety and Solicitor General



A partnership between the Insurance Corporation of British Columbia, the Royal Canadian Mounted Police "E" Division, and the Ministry of Public Safety and Solicitor General, Policing and Security Branch

TABLE OF CONTENTS

List of Figures ii
List of Tables iii
List of Acronyms iv
Minister's Message v
Enhanced Traffic Enforcement Program Mandate 1
Enhanced Traffic Enforcement Program Governance 2
Enhanced Traffic Enforcement Operations Plan 3
GOAL 1: Support Enforcement Efforts to Reduce High Risk Road User Behaviour 7
- BCACP Enforcement Campaign Schedule 7
- Integrated Road Safety Units 8
- Enhanced Enforcement 9
  - Unrestrained Occupants Enforcement 10
  - Speed Enforcement 11
  - Distracted Driving Enforcement 12
  - Intersection Enforcement 13
  - Impaired Driving Enforcement 14
- CounterAttack 18
- Traffic Safety Helicopters 19
- Intersection Safety Camera Program 21
- Automated Licence Plate Recognition 24
- MOU Focused Evaluations 28
  - Speed Corridor Demonstration Project 29
  - Police Officer Motivation and Impaired Driving Enforcement Study 30

GOAL 2: Minimize the Impact of Vehicle Crime 31
- Integrated Municipal Provincial Auto Crime Team 31
- BaitCar Program 33

GOAL 3: Affect Road User Behavioural Change 34
- Policy Leadership 34
- BC Association of Chiefs of Police Traffic Safety Committee 34
- Justice Institute of British Columbia 35
- Media and Public Awareness Efforts 36

GOAL 4: Foster Effective Communication and Collaboration 37
- Road Safety Partnerships and Stakeholder Relations 37
- Road Safety Working Committees 38

Road Safety and Public Safety 40

LIST OF FIGURES

Figure 1: ETEP Governance Model 2
Figure 2: Provincial Violation Tickets Issued (2012—2014) 9
Figure 3: Provincial Violation Tickets Issued--Unrestrained Occupants (2012—2014) 10
Figure 4: Provincial Violation Tickets Issued--Speed (2012—2014) 11
Figure 5: Provincial Violation Tickets Issued--Distracted Driving (2012—2014) 12
Figure 6: Provincial Violation Tickets Issued--Intersections (2012—2014) 13
Figure 7: Provincial Sanctions—Impaired Driving (2012—2014) 15
Figure 8: Provincial Impaired Sanctions—*MVA* (2012—2014) 16
Figure 9: Provincial Impaired Charges—*CCC* (2012—2014) 17
Figure 10: TSH Primary Traffic Violation Offences (2014) 20
Figure 11: ISC Violation Tickets (2012—2014) 21
Figure 12: BC Road Safety Strategy 38

LIST OF TABLES

Table 1: ETEP Operations Plan—GOAL 1 4
Table 2: ETEP Operations Plan—GOAL 2 5
Table 3: ETEP Operations Plan—GOAL 3 5
Table 4: ETEP Operations Plan—GOAL 4 6
Table 5: BCACP Enforcement Campaign Schedule (2014) 7
Table 6: ISC Dispute Dispositions (2014) 22
Table 7: ALPR Statistics—Summary (2012—2014) 25
Table 8: ALPR Efficiency Measurements (2012—2014) 26
Table 9: ALPR Charges—Top Three (2012—2014) 27
Table 10: ALPR Enforcement Actions—Top Three (2012—2014) 27
Table 11: IMPACT Arrests and Recovery of Stolen Vehicles—Summary (2012—2014) 31
Table 12: JIBC Course Descriptions and Participants (2012—2014) 35

LIST OF ACRONYMS

ADP	Administrative Driving Prohibition
ALPR	Automated Licence Plate Recognition
BAC	Blood Alcohol Content
BC	British Columbia
BCACP	British Columbia Association of Chiefs of Police
BCAMCP	British Columbia Association of Municipal Chiefs of Police
BCP	BaitCar Program
CCC	*Criminal Code of Canada*
DRE	Drug Recognition Expert
EE	Enhanced Enforcement
ERSEI	Enhanced Road Safety Enforcement Initiative
ET	Enforcement Team
ETEP	Enhanced Traffic Enforcement Program
ICBC	Insurance Corporation of British Columbia
IMPACT	Integrated Municipal Provincial Auto Crime Team
IRP	Immediate Roadside Prohibition
IRSU	Integrated Road Safety Unit
ISC	Intersection Safety Camera
IT	Investigative Team
MOU	Memorandum of Understanding
MoTI	Ministry of Transportation and Infrastructure
MPSSG	Ministry of Public Safety and Solicitor General
MVA	*Motor Vehicle Act*
OiC	Officer in Charge
PRTC	Pacific Regional Training Centre
RCMP	Royal Canadian Mounted Police
RSU	Road Safety Unit
SCDP	Speed Corridor Demonstration Project
TSC	Traffic Safety Committee (BC Association of Chiefs of Police)
TSH	Traffic Safety Helicopter
VT	Violation Ticket

MINISTER'S MESSAGE

It is my pleasure to present the 2014 Enhanced Traffic Enforcement Program Annual Report.

This report highlights an extremely productive year of research and renewal in the province's Enhanced Traffic Enforcement Program.

In 2014, the Enhanced Traffic Enforcement Program continued to examine and improve data-driven, intelligence-led strategies to support enforcement operations and program efficiencies, while focusing on the following provincial enhanced traffic safety enforcement priorities:

- Reducing incidents of high risk driving and road user behaviours, including distracted driving, and alcohol and drug impaired driving
- Examining the impact of enhanced enforcement on identified urban speed corridors, as well as police officer motivation and impaired driving enforcement
- Continuing to reduce serious injuries and fatalities on British Columbia's roads
- Working to extend the province's long-standing enhanced traffic enforcement and road safety funding agreement with the Insurance Corporation of British Columbia

The Enhanced Traffic Enforcement Program has also developed a multi-year Strategic Plan that helps guide the allocation of human and financial resources while ensuring that program efforts align with BC's provincial Road Safety Strategy 2015.

I want to acknowledge the hard work that enforcement dedicates every day to saving lives and reducing traffic injuries. The commitments of enforcement and support of road safety partners have contributed to another safe and successful year.

I look forward to continued collaboration with the road safety community and building on our shared vision. Together, we can work to make BC roads the safest in North America.

Mike Morris
Minister of Public Safety and Solicitor General

ENHANCED TRAFFIC ENFORCEMENT PROGRAM MANDATE

To reduce harm on roads and vehicle crimes in BC through targeted enhanced enforcement and awareness efforts

Program Overview

British Columbia's Enhanced Traffic Enforcement Program (ETEP) has been in place for over a decade. ETEP is the only program of its kind in Canada and is a collaborative effort between Policing and Security Branch, Ministry of Public Safety and Solicitor General (MPSSG; formerly Ministry of Justice), the Insurance Corporation of British Columbia (ICBC), and the Royal Canadian Mounted Police (RCMP) "E" Division. Independent municipal police departments are represented as key partners through ETEP's Governance Council, Joint Management Teams, and front-line police officers.

Under the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* (MOU), ETEP funding is provided by ICBC and the Federal Government under the Provincial Police Service Agreement.

The Policing and Security Branch's Road Safety Unit (RSU) is responsible for administration and oversight of BC's ETEP. The RSU works closely with its funding partner, ICBC, and its primary program delivery partner, RCMP "E" Division Traffic Services. Program funding supports dedicated traffic enforcement units, road safety research, policy and oversight, evaluation, consultation and collaboration, communications and advertising, intelligence-led policing and advancing the use of new enforcement technologies.

The RSU is responsible for: administrative and financial oversight of the program which includes the Integrated Road Safety Units (IRSUs), the Integrated Municipal Provincial Auto Crime Team (IMPACT) and BaitCar; operation of the Intersection Safety Camera (ISC) Program; direct funding to municipal police departments for CounterAttack targeted impaired driving enforcement; and Secretariat support for the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC).

The strategic principles governing ETEP are:

- Evidence-based enforcement strategies
- Sustainable and accountable program delivery
- Effective monitoring, measurement and evaluation
- Support for road safety systems improvements, integrated policing and partnerships
- Promoting public awareness of road safety enforcement activities

These principles guide the development, delivery and evaluation of enhanced road safety enforcement initiatives with the aim of making BC roads the safest roads in North America by 2020.

ENHANCED TRAFFIC ENFORCEMENT PROGRAM GOVERNANCE

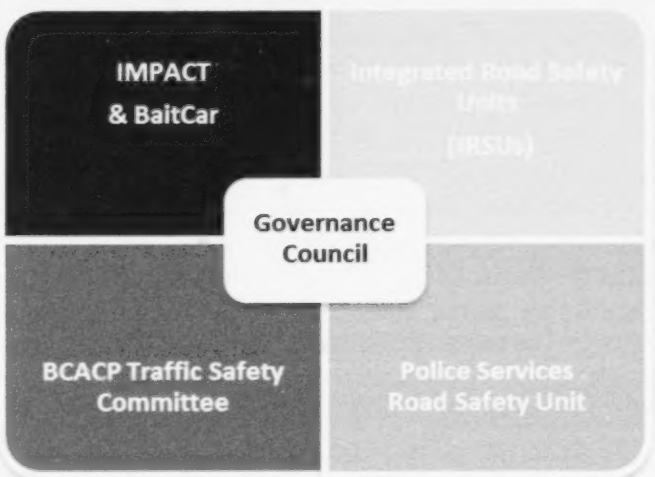
Program Governance

The governance and accountability processes of ETEP are transparent, reflect the responsibilities of the key partners, and ensure that obligations are upheld and objectives are achieved. Membership on the Governance Council is comprised of four executive representatives or their delegates, from the following organizations:

- Executive Director and Deputy Director of Police Services (Chair), MPSSG
- ICBC Director of Communications, Stakeholder Engagement and Road Safety
- BC Association of Municipal Chiefs of Police (BCAMCP) representative (not same as Advisory Committee member)
- RCMP Assistant Commissioner Criminal Operations - CORE Policing

The duties and responsibilities of the Governance Council are: review and approve the Advisory Committee duties and responsibilities; provide advice to Policing and Security Branch (RSU) on the development and implementation of the strategic plan for ETEP; review and endorse ETEP Operations Plans, including annual program budgets and Annual Reports; monitor the performance of ETEP towards the approved strategic objectives and against the Operations Plan and, where appropriate, review and recommend any significant changes to ETEP.

Figure 1: ETEP Governance Model



There is also an Advisory Committee to the Governance Council. The Advisory Committee includes representation from government, police agencies and ICBC. The Advisory Committee acts as a consultative body by providing stakeholder input and feedback on the ETEP, including activities, policies and emerging issues.

The IMPACT Policy Board, comprised of senior representatives from "E" Division Major Crimes, BCAMCP, as well as ICBC, Criminal Justice Branch, and Policing and Security Branch, also meets regularly to review IMPACT strategies and provide policy guidance to the provincial integrated auto crime program.

ENHANCED TRAFFIC ENFORCEMENT OPERATIONS PLAN

Introduction

Enhanced enforcement resources and efforts are aligned to support provincial road safety goals and priorities while reflecting unique regional circumstances. The 2014/15 annual gross program budget contribution by ICBC through the MOU was $24,241,320. RCMP "E" Division Traffic Services manages the police operations portion of the budget on behalf of the program. Additional funding is provided to the program through the Provincial Police Service Agreement. Under this agreement, provincial policing costs are shared 70 percent by the Province and 30 percent by the federal government. In 2014/15, the federal government contributed $9,340,317 towards the total program budget of $33,581,637.

The *2014 Enhanced Traffic Enforcement Program Annual Report* covers ETEP's main program areas and includes operational reporting on the program's four strategic goals. This is meant to assist readers in understanding how day-to-day activities support the program's strategic framework and objectives. All partners in ETEP continue to fulfill the program's mandate, making measured progress on the four strategic goals and advancing efforts through ongoing, multi-year initiatives.

The tables on the following pages indicate the relevant program areas within the RSU that correspond with each goal to demonstrate how this objective was measured and notes whether the RSU achieved its goals in 2014, or carried them forward for the next year.

Photo credit: RSU

ENHANCED TRAFFIC ENFORCEMENT OPERATIONS PLAN

Goal 1: Support Enforcement Efforts to Reduce High Risk Road User Behaviours

Table 1: ETEP Operations Plan—GOAL 1

Objective/Action	Program Area	Status
British Columbia Association of Chiefs of Police Targeted Enforcement Campaigns		
2014 BCACP Provincial Enforcement Campaign Schedule is effectively implemented; 2015 Provincial Enforcement Campaign Schedule is developed and presented to BCACP Traffic Safety Membership for approval	BC Association of Chiefs of Police	Achieved
Targeted Enhanced Enforcement		
Targeted enforcement priorities addressing top four 'high risk' driving behaviours per provincial region are identified in IRSU operations plans	Integrated Road Safety Units	Achieved
Working with ETEP partners to further refine 'high risk' and 'aggressive driving' definitions and categories for reporting	Integrated Road Safety Units	Ongoing
Impaired Driving Enforcement		
Supporting police in their efforts to identify and interdict alcohol and drug impaired drivers through dedicated overtime funds for CounterAttack, ERSEI campaigns and Drug Recognition Expert (DRE) call out	Enhanced Enforcement	Achieved
Supporting police in their enforcement of provincial Immediate Roadside Prohibitions, including the provision of dedicated overtime funds for CounterAttack and ERSEI campaigns	Enhanced Enforcement	Achieved
Automated Enforcement Deployment		
Conducting an organizational review of Policing and Security Branch's Intersection Safety Camera operations to assess operational capacity and identify performance measures in conjunction with ICBC-led ISC activation study	Intersection Safety Camera Program	Ongoing
Assisting "E" Division Provincial Traffic Services to create a Provincial Action Plan of best practices for ALPR deployment in Traffic Enforcement	Automated Licence Plate Recognition	Ongoing
Research		
Completing two focused evaluations as per paragraph 17 (a) iv of the MOU: • Speed Corridor Demonstration Project • Police Officer Motivation and Impaired Driving Enforcement Study	Road Safety Unit	Achieved

ENHANCED TRAFFIC ENFORCEMENT OPERATIONS PLAN

Goal 2: Minimize the Impact of Vehicle Crime

Table 2: ETEP Operations Plan—GOAL 2

Objective/Action	Program Area	Status
Vehicle Crime Strategies		
Overseeing implementation of recommended Option #3 from Review of BC's IMPACT which identified the need for a long-term investigation team and further review of the BaitCar Program	Integrated Municipal Provincial Auto Crime Team	Ongoing
Expanding operational reporting as identified in the IMPACT Review	Integrated Municipal Provincial Auto Crime Team	Ongoing
Ensuring BC's BaitCar fleet is kept current with vehicle crime trends	BaitCar Program	Ongoing

Goal 3: Affect Road User Behavioural Change

Table 3: ETEP Operations Plan—GOAL 3

Objective/Action	Program Area	Status
Policy Leadership		
Providing leadership on road safety enforcement research and policy, including identifying emerging issues, improving data reporting, advancing effective policies and addressing regulatory requirements	Road Safety Unit	Ongoing
Media and Public Awareness Efforts		
Supporting the BCACP Provincial Enforcement Campaign Schedule with focused public awareness messaging	Road Safety Unit	Achieved
Developing and implementing a coordinated communications plan for the Enhanced Traffic Enforcement Program	Road Safety Unit	Ongoing
Promoting enhanced enforcement efforts through earned media opportunities	Road Safety Unit	Achieved

ENHANCED TRAFFIC ENFORCEMENT OPERATIONS PLAN

Goal 4: Foster Effective Communication and Collaboration

Table 4: ETEP Operations Plan—GOAL 4

Objective/Action	Program Area	Status
Road Safety Partnerships and Stakeholder Relations		
Serving as the Secretariat to the BCACP Traffic Safety Committee (TSC), including active participation in addressing issues and advancing the business of the committee to government	BC Association of Chiefs of Police TSC	Achieved
Working with BCACP TSC members and executive to implement key findings from the BCACP TSC 2013 Membership Survey	BC Association of Chiefs of Police TSC	Achieved
Work with police partners to establish performance indicators for BCACP campaigns	BC Association of Chiefs of Police TSC	Ongoing
Road Safety Working Groups		
Participate in Research and Data and Safe Road Users Working Groups in support of the Provincial Road Safety Strategy	Road Safety Unit	Ongoing

Photo credit: ICBC

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

BCACP Enforcement Campaign Schedule

ETEP's main focus for 2014 was to support enforcements' efforts to reduce high risk road user behaviour. This goal was primarily accomplished through IRSUs, which are comprised of officers from both the RCMP and independent municipal police departments, dedicated to targeting dangerous driving behaviours. IRSU's align their enforcement efforts with the broader provincial enforcement calendar, which is endorsed and implemented through the BCACP TSC membership and all BC police agencies.

Table 5: BCACP Enforcement Calendar (2014)

2014	CAMPAIGN
February 1 – 28	Distracted Drivers Campaign Occupant Restraint Campaign
May 1 – 31	High Risk Driving Campaign
July 1 – 31	Summer Impaired Driving Campaign (Alcohol/Drugs)
September 1 – 30	Occupant Restraint Campaign Distracted Drivers Campaign
November 1 – 30	Speed Relative to Conditions Campaign
December 1 – January 1, 2015	Winter Impaired Driving Campaign (Alcohol/Drugs)

Photo credit: S/Sgt. Dave Peat, FV-IRSU

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Integrated Road Safety Units

IRSUs are located in each district across BC: Lower Mainland District (which includes the Fraser Valley and Greater Vancouver regions), Southeast District, North District and Vancouver Island District. IRSU officers enhance existing baseline traffic resources across BC by providing resources above and beyond the traffic services funded through the RCMP "E" Division and independent municipal departments.

In addition to the IRSUs, the provincial government also provides funding for IRSU overtime efforts and a separate, dedicated initiative referred to as the Enhanced Road Safety Enforcement Initiative (ERSEI). ERSEI funding is provided to the RCMP, and is usually applied towards extra traffic enforcement in the form of CounterAttack.

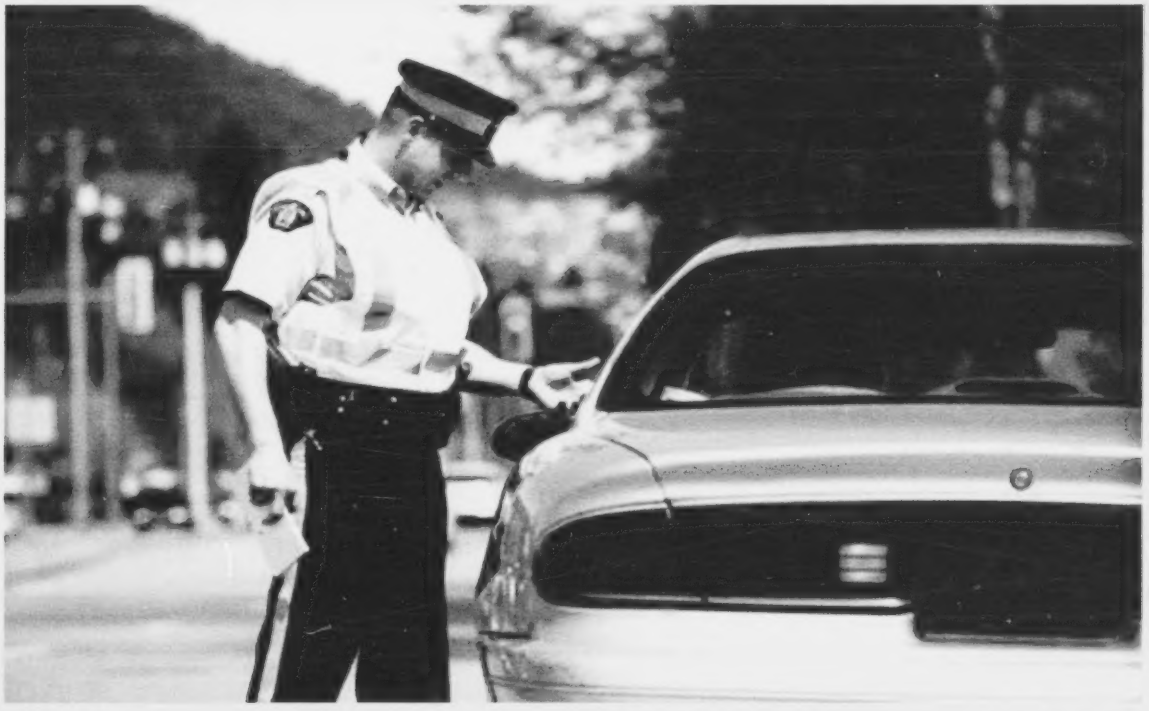


Photo credit: ICBC

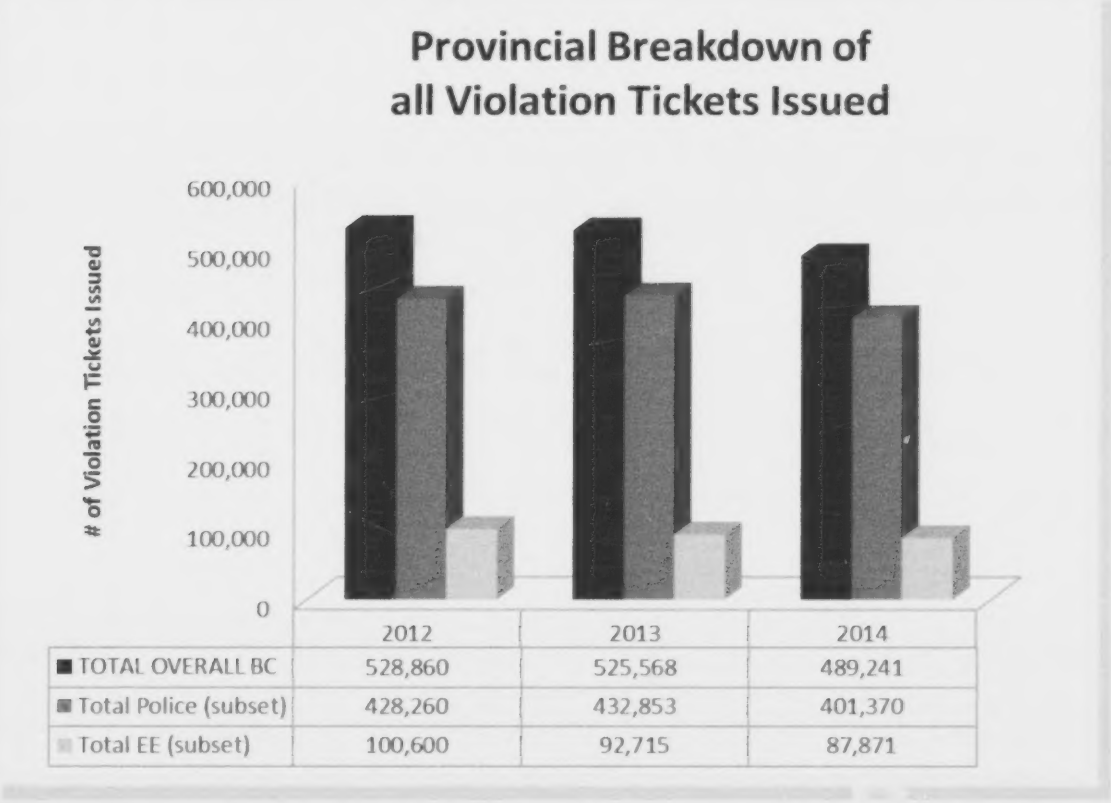
GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Enhanced Enforcement

The combination of IRSU, IRSU overtime and ERSEI outputs is referred to collectively as 'enhanced enforcement' (EE). The contribution of EE is typically measured in comparison to the overall provincial output, or the number of violation tickets (VTs) that are issued by baseline traffic services. The graph below shows EE outputs accounted for approximately 18 percent of violation ticket outputs to the provincial total in 2014. The three-year (2012—2014) average EE contribution to the provincial violation ticket output was also 18 percent.

Police VT data and the majority of IRSU-issued VT data are retrieved from ICBC's Business Information Warehouse and are current as of March 31, 2015. IRSU overtime and ERSEI-issued VT data are provided through RCMP Enhanced Enforcement Quarterly Statistics.

Figure 2: Provincial Violation Tickets Issued (2012—2014)



	2012	2013	2014
TOTAL OVERALL BC	528,860	525,568	489,241
Total Police (subset)	428,260	432,853	401,370
Total EE (subset)	100,600	92,715	87,871

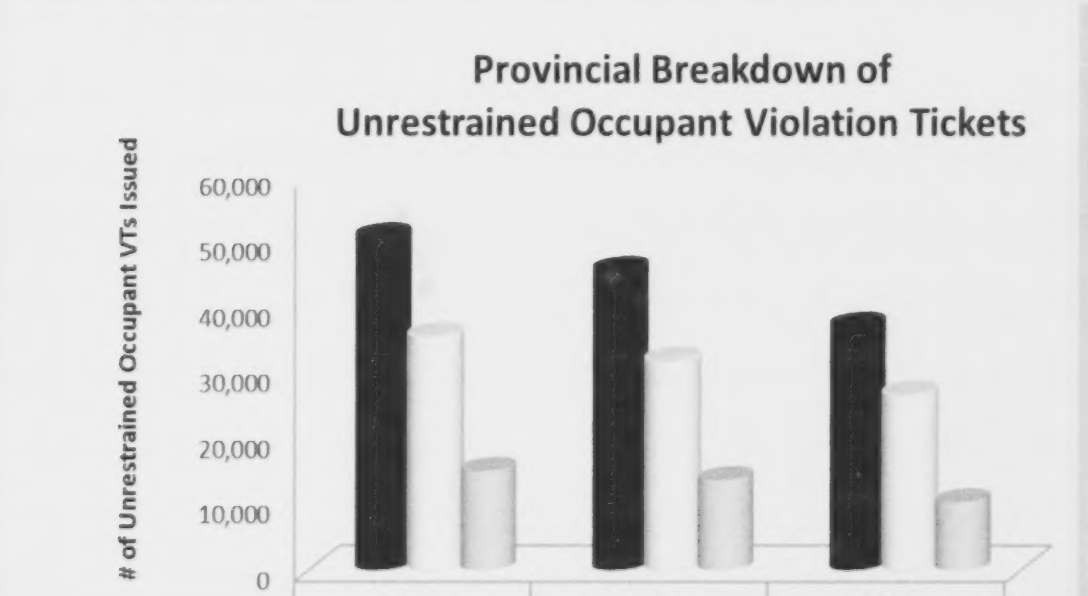
GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Unrestrained Occupants Enforcement

EE efforts focus on the dangerous driving behaviours cited as contributing factors in the majority of traffic collisions resulting in fatalities and injuries. Targeted enforcement priorities include unrestrained occupants, speeding, distracted driving, intersections, and impaired driving.

Following the BCACP Enforcement Campaign Schedule, officers across the province target unrestrained occupants primarily during the month of September. The term 'unrestrained occupants' typically refers to victims who were not wearing seatbelts, but also includes infant or child restraint systems and booster seats. The graph below shows that EE contributed approximately 28 percent of unrestrained occupant violation ticket outputs to the provincial total in 2014. On average from 2012—2014, EE contributed 30 percent to the provincial unrestrained occupant violation ticket output total.

Figure 3: Provincial Violation Tickets Issued—Unrestrained Occupants (2012—2014)



	2012	2013	2014
TOTAL OVERALL BC	50,661	45,595	37,145
Total Police (subset)	35,518	31,808	26,726
Total EE (subset)	15,143	13,787	10,419

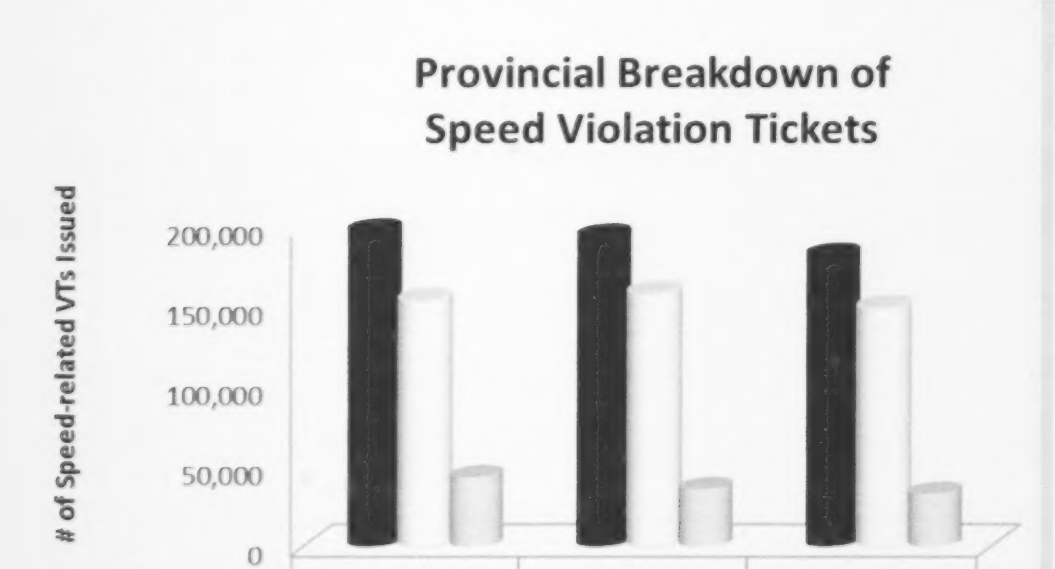
GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Speed Enforcement

The BCACP Enforcement Campaign Schedule supports provincial enforcement efforts to target speed related infractions during the months of May and November. May's focus is on speed violations, and is reported out as a subcategory of the 'high risk driving' behaviour. November is dedicated towards speeding relative to conditions and campaigns encourage drivers to operate motor vehicles safely in adverse and changing weather and road conditions.

EE efforts for targeted speed enforcement include issuing violation tickets for exceeding the posted speed limit, unsafe speed, and excessive speed (which also includes a vehicle impoundment). The graph below shows that EE contributed approximately 18 percent of speed violation ticket outputs to the provincial total in 2014. On average from 2012—2014, EE contributed 20 percent to the provincial speed violation ticket output total.

Figure 4: Provincial Violation Tickets Issued—Speed (2012—2014)



	2012	2013	2014
TOTAL OVERALL BC	197,178	193,982	182,134
Total Police (subset)	153,648	158,119	149,110
Total EE (subset)	43,530	35,863	33,024

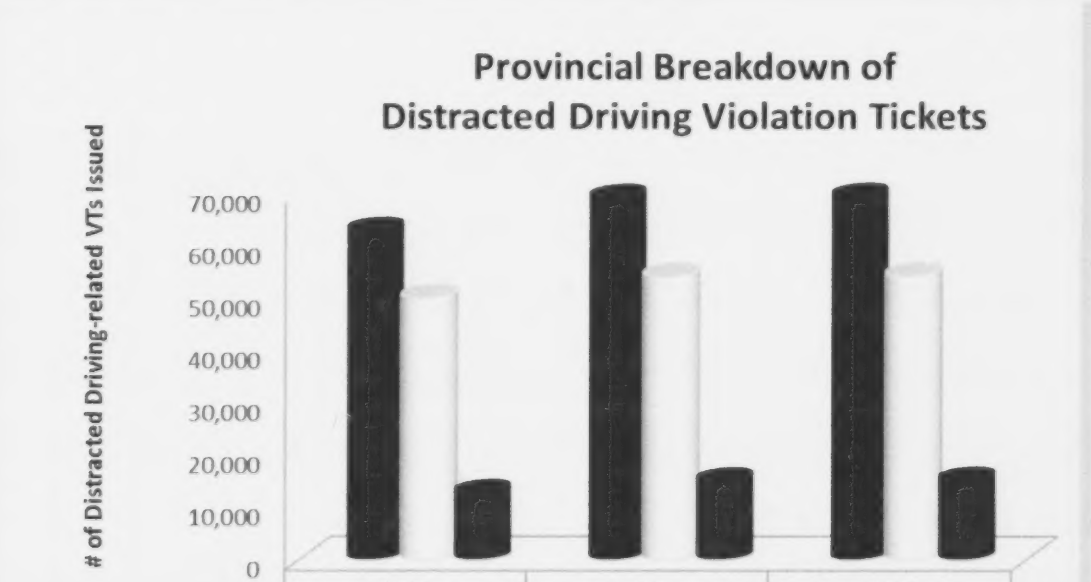
GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Distracted Driving Enforcement

The BCACP Enforcement Campaign Schedule dedicated the months of February and September to target distracted drivers across BC, and to remind people to put away handheld electronic devices while operating a motor vehicle.

EE efforts targeting distracted driving focuses on drivers talking or texting on handheld electronic devices, such as cellular phones and tablets, while driving. The graph below shows that EE contributed approximately 22 percent of distracted driving violation ticket outputs to the provincial total in 2014. The three-year (2012—2014) average EE contribution to the provincial distracted driving violation ticket output was also 22 percent.

Figure 5: Provincial Violation Tickets Issued—Distracted Driving (2012—2014)



	2012	2013	2014
■ TOTAL OVERALL BC	62,746	69,125	69,350
Total Police (subset)	49,906	54,001	54,083
■ Total EE (subset)	12,840	15,124	15,267

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

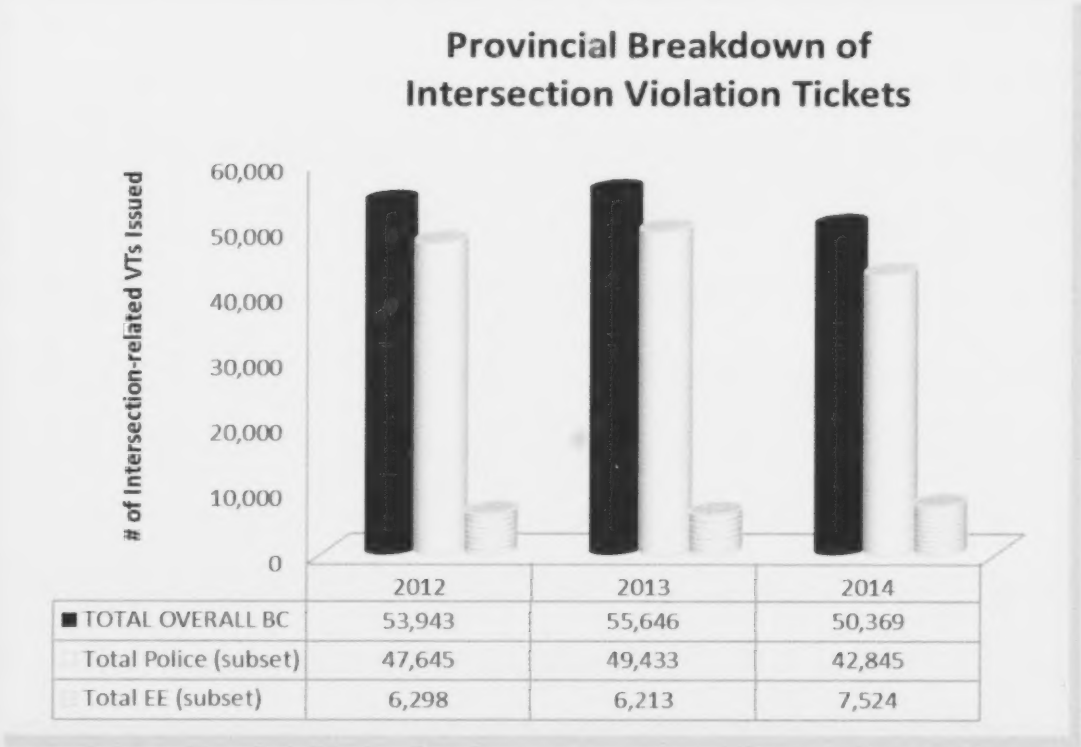
Intersection Enforcement

Intersection enforcement is not specifically included as a campaign in the BCACP Provincial Enforcement Campaign Schedule. However, intersections receive targeted provincial enforcement coverage during May, which is the BCACP Provincial Enforcement calendar's 'high risk driving' month. According to ICBC statistics, approximately 60 percent of crashes in BC occur in intersections, equalling 226 every day.

Intersection safety is reinforced year round through automated enforcement provided by the Intersection Safety Camera Program. Registered-owner violation tickets issued by this program are reported out on separately, and are not included in the outputs below.

EE efforts for intersection-related violations include disobeying a traffic light, failure to stop, and improper turning. The graph below indicates that EE contributed approximately 15 percent of intersection-related violation ticket outputs to the provincial total in 2014. The three-year (2012—2014) average EE contribution to the provincial intersection-related violation ticket output was 13 percent.

Figure 6: Provincial Violation Tickets Issued—Intersections (2012—2014)



	2012	2013	2014
TOTAL OVERALL BC	53,943	55,646	50,369
Total Police (subset)	47,645	49,433	42,845
Total EE (subset)	6,298	6,213	7,524

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Impaired Driving Enforcement

The BCACP Enforcement Campaign Schedule aligns provincial enforcement efforts to target alcohol and drug impaired driving during two months of the year: July and December (Summer and Winter CounterAttack).

The RSU supports alcohol and drug impaired driving enforcement in several different ways. EE efforts consist of conducting enforcement in the course of regular IRSU duties, which is enhanced by Summer and Winter CounterAttack campaigns. The RSU provides additional dedicated overtime funds to support independent municipal police department CounterAttack campaigns; ERSEI funding is used to support parallel campaigns through the RCMP.

Dedicated overtime funds are also available for the Drug Recognition Expert (DRE) call out initiative. When a suspected drug impaired driver is identified by police, police can request the assistance of a trained DRE to conduct a specialized investigation. Funding for DRE call out is available to all police agencies through ETEP in support of continued enforcement efforts in drug impaired driving.

Photo credit: ICBC

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

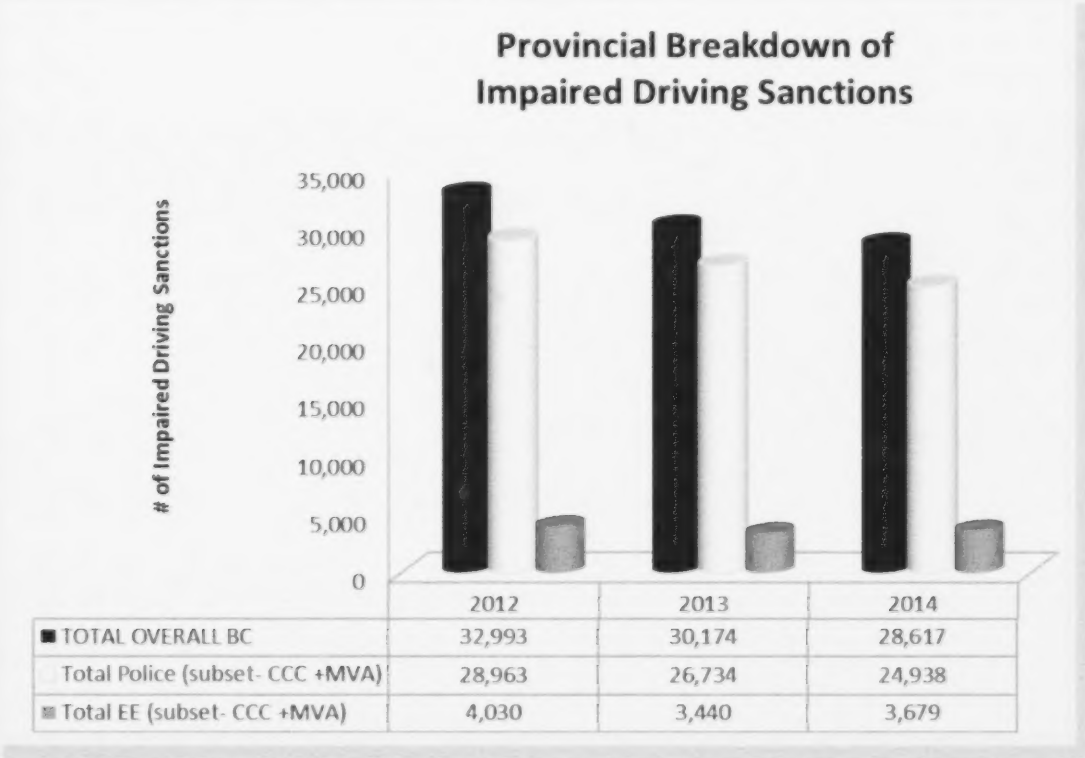
Impaired Driving Enforcement

Based on data provided from ICBC and the RCMP Enhanced Enforcement Quarterly Statistics, impaired driving outputs consist of the following sanctions and charges:

- *Motor Vehicle Act (MVA)* sanctions for impaired contraventions
  - Immediate Roadside Prohibitions (IRP)
  - 24 hour alcohol and 24 hour drugs
  - Administrative Driving Prohibitions (ADP)
- *Criminal Code of Canada (CCC)* charges for alcohol and drug-impaired driving

The graph below shows that EE contributed approximately 13 percent of impaired driving sanctions to the provincial total in 2014, and an average of 12 percent to the provincial impaired driving sanction total from 2012—2014.

Figure 7: Provincial Sanctions—Impaired Driving (2012—2014)



	2012	2013	2014
TOTAL OVERALL BC	32,993	30,174	28,617
Total Police (subset- CCC +MVA)	28,963	26,734	24,938
Total EE (subset- CCC +MVA)	4,030	3,440	3,679

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

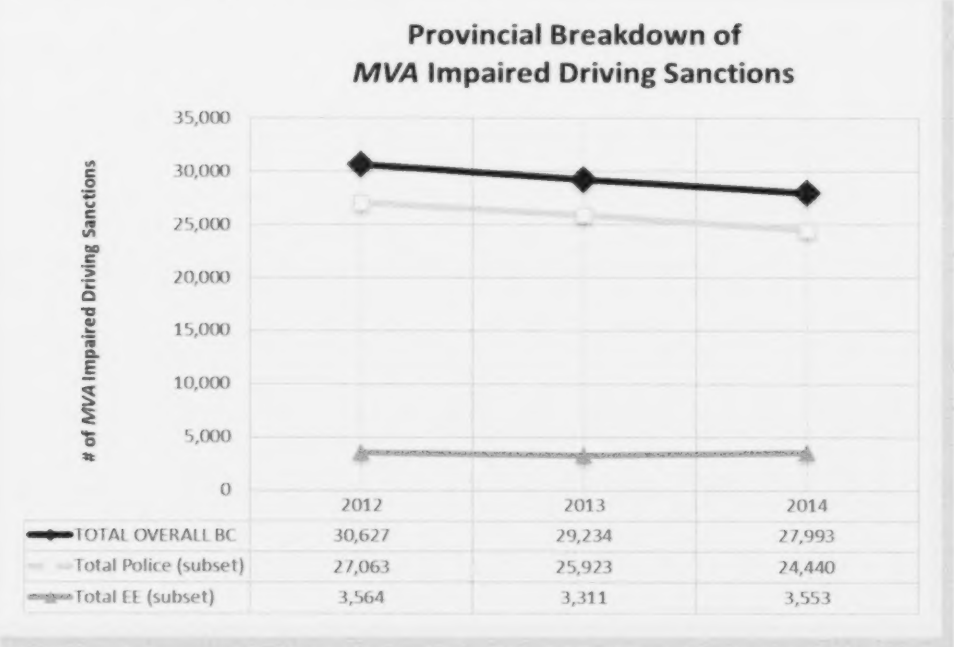
Impaired Driving Enforcement (continued)

MVA Sanctions

MVA sanctions include impaired driving-related provisions associated with alcohol or drugs within this provincial legislation. The impaired provisions that are used most often in the *MVA* are the IRP sections. IRP targets drivers who indicate a level of impairment in the 'warn' range of 0.05—0.08 blood alcohol content (BAC) and also applies to drivers who exceed the legal limit of 0.08 BAC or who refuse to take a breath test. Following IRP sanctions, 24 hour suspensions for alcohol and drugs are also commonly relied on as a method of impaired driving enforcement. The use of ADP provisions has decreased significantly over the years, as they were typically issued together with a *CCC* impaired charge, which also show declines.

The graph below shows that EE contributed approximately 13 percent of impaired driving sanctions to the provincial *MVA* impaired driving total in 2014, and an average of 12 percent to the provincial *MVA* impaired driving total from 2012—2014.

Figure 8: Provincial Impaired Sanctions—MVA (2012—2014)



GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Impaired Driving Enforcement (continued)

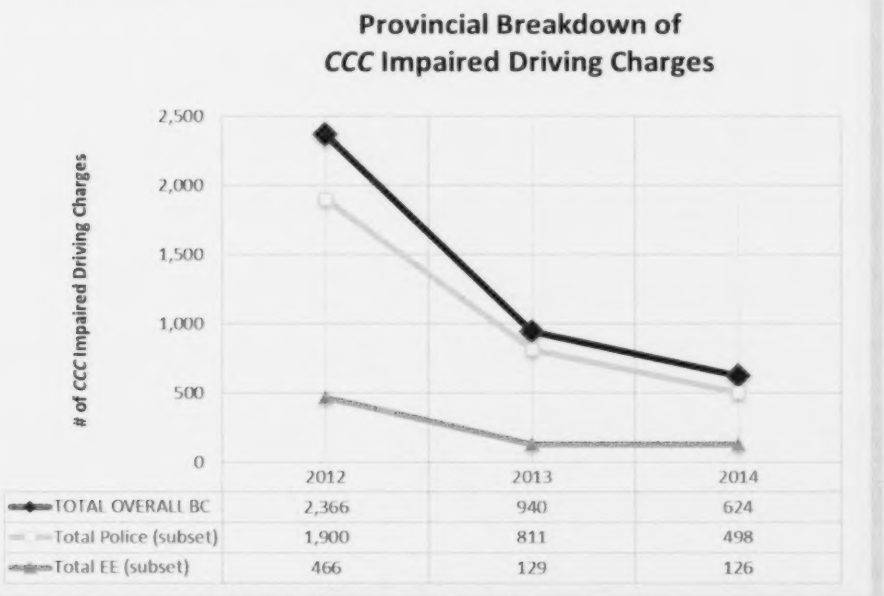
CCC Charges

CCC charges include impaired driving-related sections associated with alcohol or drug impaired driving. Available data consists of charges against drivers for operating a motor vehicle while impaired by alcohol or drugs (combined). Since the introduction of IRP provisions to the *MVA* in 2010, *CCC* impaired charges have decreased significantly. *CCC* impaired charges accounted for an average of four percent of the total provincial impaired driving sanctions from 2012—2014. Although the statistics have decreased over the years, officers typically lay *CCC* impaired charges in more severe cases of impaired driving and in situations involving chronic offenders.

It should be noted that the 'Fail' portion of the 90 Day IRP was temporarily suspended from November 30, 2011 to June 15, 2012 while government amended legislation. During that period, 24 hour driving prohibitions or ADPs, and *CCC* charges were used for drivers with a BAC over 0.08. As a result, the number of 90 day 'Fail' IRPs in 2012 was lower than usual, and there was an associated increase in the number of 24 hour prohibitions and ADPs issued. 'Warn' and 'Refusal' IRPs were still issued during this period.

The graph below shows that EE contributed approximately 20 percent of impaired driving charges to the provincial *CCC* impaired driving total in 2014, and an average of 18 percent to the provincial *CCC* impaired driving total from 2012—2014.

Figure 9: Provincial Impaired Charges—CCC (2012—2014)



GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

CounterAttack

Every year ETEP makes special funding available to police in support of overtime for CounterAttack impaired driving enforcement campaigns (Summer and Winter), accompanied by public awareness and enforcement advertising. In 2014/15, a total of $450,030 was provided to eleven independent municipal police departments who delivered over 4,286 hours of additional impairment-related enforcement between the Summer and Winter campaigns. RCMP efforts were broadly supported through ERSEI. ETEP CounterAttack funding makes important contributions to the provincial impaired driving reduction target. Visible police enforcement keeps the issue of alcohol and drug-impaired driving in the public consciousness and supports an increased risk of apprehension.

Eleven independent municipal police departments (RCMP numbers not included) provide CounterAttack activity and output statistics to the RSU. Out of all the breath tests administered to drivers by independent municipal police during two month-long campaigns in 2014/15, an average of:

- 84 percent passed the breath test
- 10 percent blew warnings
- Six percent failed the breath test
- 100 drivers received 90-day prohibitions for failing or refusing the breath test
- Two people were criminally charged with impaired driving

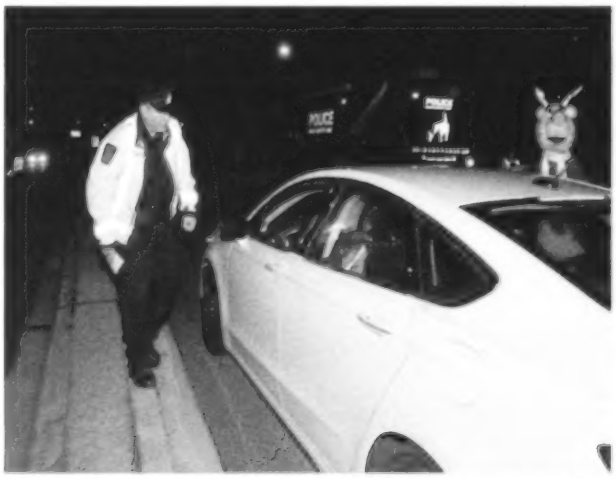


Photo credit: ICBC, Operation Red Nose

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Traffic Safety Helicopters

In addition to EE enforcement, the RSU provides funding for tactical flight officers deployed in BC's two traffic safety helicopters to help target and reduce dangerous driving behaviours. BC's Traffic Safety Helicopters (TSH), also known as Air 1 and Air 2, support traffic units by specifically focusing on 'aggressive' drivers, impaired drivers and auto crime-related activity. Air 1 and 2 also provide enforcement support for patrol vehicles responding to other types of public safety emergencies.

The TSHs were purchased in 2004 (Air 1) and 2009 (Air 2) through a partnership between the RCMP, ICBC and the province. The TSHs serve over 17 communities in the Lower Mainland where they assist in locating and monitoring suspects and vehicles that have fled from ground units. The TSHs provide assistance to general patrol units as well as specialized units, such as traffic, border patrol, emergency response team, search and rescue, K-9 and marine units.

Photo credit: Air 1 Still shot

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Traffic Safety Helicopters (continued)

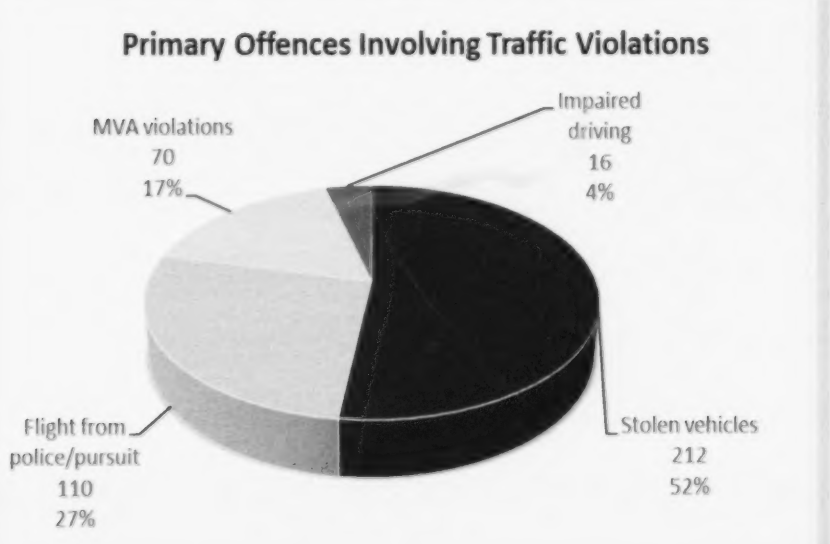
In 2014, the TSHs expanded their operational reporting and started recording their call assists by primary offence. During the year, the TSHs had a combined 1,085 flight hours, assisted in a total of 380 arrests and generated the following traffic-related outputs:

- 123 arrests for stolen vehicles where TSHs played a crucial role
- 80 stolen vehicles recovered
- 39 suspects arrested after flight/pursuit from the police
- 70 *MVA* violation tickets
- 16 *MVA* sanctions for impaired driving
- 95 vehicles impounded

Based on the total 1,656 calls that the TSHs attended in 2014, 291 calls (approximately 18 percent) were to provide assistance to traffic units. Stolen vehicles were a primary offence in 212 calls, offences under the *MVA* were a primary offence in 70 calls and impaired driving was a primary offence in 16 calls. Other types of calls may have also involved offences under the *MVA*, such as flight from the police.

The general increase in the number of stolen vehicle arrests and recoveries in 2014 is consistent with the increase in auto crime in BC in 2014 and with the increase in IMPACT outputs.

Figure 10: TSH Primary Traffic Violation Offences (2014)



GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Intersection Safety Camera Program

The ISC program has been operating in BC since 1999 to address the high rate of collisions occurring at intersections. Intersection collisions frequently involve high speeds and right angle crashes, which increase the risk of serious injury and fatalities.

The ISC program delivers a high level of efficiency and effectiveness, operating 140 cameras at an activation rate of 25 percent. 2014 was the third full year of operations for the upgraded camera program. A rapid turn-around from incident to receiving the VT in the mail, as well as payment reminder letters, have contributed to increased payment rates; from 69 percent in 2011 to 91 percent in 2012, and remaining steady at 90 percent in both 2013 and 2014. In 2014, the charge rate was 44 percent, on target with the 2013 rate – the highest since the program upgrade.

A total of 31,705 ISC VTs were mailed in 2014. This five percent increase over 2013 figures was due to the activation level study data collection phase.

Figure 11: ISC Violation Tickets (2012—2014)

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Intersection Safety Camera Program (continued)

The ISC Program is operated collaboratively by MPSSG, the RCMP and ICBC. MPSSG Intersection Safety Camera Officers (ISCOs) are responsible for charging all red light camera offences. The ISCOs are appointed as Special Provincial Constables pursuant to Section 9 of the *Police Act.* Officers are trained on the Prescribed Technology and further represent the program in Provincial Traffic Court. The ISCO verifies the authenticity of image evidence and offence data, and reviews the images to determine if a charge may be laid. Images that are deemed chargeable fall under Section 129(1) of the *MVA*— 'disobey red light at intersection' and are issued as registered owner tickets. The ISCOs are responsible for prosecuting and defending the violation tickets in traffic courts around the province.

According to 2014 prosecution statistics, a total of 1,574 disputes were scheduled to be heard in court. This represents a dispute rate of five percent of the provincial total of 31,705 violation tickets issued in BC. Of these 1,574 disputes, 42 percent (655 people) did not show up to their court date and 39 percent (606 people) plead guilty in Traffic Court. Based on the defendants who elected to take the stand, another seven percent (114 people) were found guilty by the Judicial Justice, compared to less than one percent (11 people) who were found not guilty. The 'other' category, which consists mostly of withdrawn tickets, accounted for 12 percent of all dispute dispositions.

Table 6: ISC Dispute Dispositions (2014)

ISC Dispute Dispositions		
	2014	**Percent of Total**
No show	655	42%
Guilty plea	606	39%
Trial—Guilty	114	7%
Trial—Not guilty	11	1%
Other	188	12%
TOTAL DISPUTES	**1,574**	-

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Intersection Safety Camera Program (continued)

ICBC is currently evaluating the impact of increased activation levels on red light running behaviours. The primary goal of the study is to investigate relationships between increasing ISC activation levels and driver behaviour as demonstrated by changes in red light running at ISC intersections. An active enforcement level of 25 percent for the pre-test period will be compared with red light running activity at levels of 50 percent, 75 percent and 100 percent during the study period. This year-long data collection phase will be completed in March, 2015 with results available by September, 2015.

In 2014, RSU also worked with the MPSSG's Corporate Management Services Branch to assess the model, operations and work processes of the ISC Program. The objective was to identify any issues or possible improvements in ISC work processes and make recommendations on performance indicators, as well as identify potential impacts on ISCOs and operations as a result of possible increased camera activation levels. The initial consultant's report has been received and will be finalized in 2015.

Location Code: 2D002 Date: 2014/03/18 Time: 10:46 Lane: 3 Yellow: 3.8 seconds
Red: 26.7. seconds Elapsed Time: 0.9 seconds Speed Limit: 60 km/h Vehicle Speed: 44 km/h

Photo credit: ISC Program

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Automated Licence Plate Recognition

ETEP supports the deployment of Automated Licence Plate Recognition (ALPR) technology in police vehicles for traffic enforcement across the province. ALPR helps make BC roads safer by identifying licence plates associated with stolen vehicles, prohibited drivers, unlicensed drivers, uninsured vehicles, stolen vehicles and vehicles linked to persons subject to a *CCC* arrest warrant.

Photo credit: Zuma Press, Police Magazine

RCMP "E" Division Traffic Services is responsible for the daily management and delivery of the ALPR program for all police agencies that use this technology for traffic enforcement in BC. ALPR technology consists of cameras mounted in or on police vehicles that capture images of vehicle licence plates and instantly check the licence plates against a secure police database. When a scanned licence plate matches a licence plate in the police database, the system issues an alarm indicating a 'hit'; this confirms that the licence plate is associated with someone already wanted by police, suspended/prohibited from driving, driving without insurance, and/or driving without a licence. When the hit is confirmed, the officer will respond if appropriate to do so. In 2014, there were 49 ALPR systems in use across BC.

The RSU is currently assisting "E" Division Traffic Services to create a Provincial Action Plan of best practices for ALPR deployment in traffic enforcement.

For more information on the use of ALPR by traffic enforcement in BC, please visit the Government of BC's website:

http://www2.gov.bc.ca/gov/content/justice/criminal-justice/policing-in-bc/road-safety-auto-crime/auto-licence-place-recognition

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Automated Licence Plate Recognition (continued)

The following table shows the summary of ALPR statistics for the period of 2012—2014. The output categories can be interpreted using the following definitions:

- An officer's 'response' to a hit included any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action; examples include vehicle impounds or charges laid pursuant to the *CCC* and/or *MVA*
- Not every response results in an enforcement action or a charge being laid
- A 'charge' that is laid pursuant to the *CCC* and/or the *MVA*
- An 'enforcement action' is an action other than a charge pursuant to the *CCC* and/or *MVA*; examples include property recovery/seizures, vehicle impounds and *MVA* sanctions such as an Immediate Roadside Prohibition or Administrative Driving Prohibition

In 2014, over 3.5 million licence plates were read, registering over 40,000 hits. Of these 40,000 hits, police officers responded to over 12,000, and over 5,000 of these responses resulted in a charge. These numbers remained fairly consistent in 2013 and 2014.

Table 7: ALPR Statistics—Summary (2012—2014)

Summary of ALPR Statistics			
	2012	2013	2014
Number of plates read	3,736,817	3,186,409	3,673,206
Number of hits	43,723	35,731	40,401
Number of hits responded to by police officer	14,619	12,464	12,609
Number of charges and enforcement actions as a result of hits	6,472	5,052	5,035

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Automated Licence Plate Recognition (continued)

Between 2012 and 2014, on average, about one percent of all licence plates read resulted in a 'hit'. On average, based on these 'hits', 33 percent resulted in an officer's response (such as pulling a vehicle over for an additional check). Out of the 33 percent resulting in an officer's response, on average, 32 percent resulted in charges being laid (such as driving while impaired) and 10 percent of officers' responses resulted in an enforcement action other than a *CCC* or *MVA* charge (such as serving a notice of driving prohibition).

Table 8: ALPR Efficiency Measurements (2012—2014)

ALPR Efficiency Measurements			
	2012	2013	2014
Percent hits vs. plates read	1%	1%	1%
Percent hits responded to vs. total hits	33%	35%	31%
Percent charges vs. hits responded to	34%	31%	31%
Percent enforcement actions (no charge) vs. hits responded to	10%	10%	9%

Photo credit: S/Sgt. Dave Peat, FV-IRSU

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Automated Licence Plate Recognition (continued)

From 2012—2014, the top three ALPR charge categories resulting from ALPR hits remained the same and accounted for an average of 91 percent of charges laid. In 2014, there was a small decrease in charges for not having a driver's licence and not having insurance compared to previous years, which is offset by an increase in *MVA* offences other than prohibition/suspension. The table below shows that ALPR is consistently reaching populations that it is designed to target: uninsured, unlicensed drivers.

Table 9: ALPR Charges—Top Three (2012—2014)

Top Three ALPR Charges			
	2012	2013	2014
No driver's licence	2,486	1,944	1,847
No insurance	1,181	1,006	844
MVA offences other than prohibitions/suspensions	869	553	820

From 2012—2014, the top three ALPR enforcement actions (other than a charge) resulting from ALPR hits remained the same and accounted for an average of 81 percent of interventions. Outputs in each category during 2014 have decreased slightly compared to previous years, similar to the majority of categories related to charges laid.

Table 10: ALPR Enforcement Actions—Top Three (2012—2014)

Top Three ALPR Enforcement Actions			
	2012	2013	2014
Serving Notice of driving prohibitions	541	416	386
Vehicle impounds	470	405	381
Issuance of Notice and Orders	209	167	147

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

MOU Focused Evaluations

As part of its responsibilities under the MOU, the RSU conducted two focused evaluations related to ETEP in 2014.

Findings from the "Speed Corridor Demonstration Project" (SCDP) focused on the effect of targeted IRSU speed enforcement on an urban corridor, compared to corridors that received standard traffic enforcement. Findings from this project will help inform speed enforcement approaches.

The "Police Officer Motivation and Impaired Driving Enforcement Study" focused on identifying motivating factors that contributed to a consistently high standard of targeted enforcement for this priority area. Findings from this study will be incorporated into police training and supervisor supports.

In addition to specific requirements in the MOU, the RSU undertakes enforcement research focusing on evaluations with the intention of contributing to the existing knowledge base of best practices and efficient approaches towards reducing high risk road user behaviour.

Photo credit: ICBC

Photo credit: MPSSG

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Speed Corridor Demonstration Project

The SCDP was designed as a descriptive study, with field data collected from March through August, 2014. The purpose of the SCDP was to investigate the effect of enhanced traffic law enforcement on driver speeds on a selected urban corridor in Surrey, BC.

The SCDP marked RSU's first attempt to determine whether enhanced enforcement initiatives could be shown to reduce the proportion of drivers speeding on one corridor (the treatment corridor), relative to two corridors receiving standard traffic enforcement only. For the purpose of this study, speed was defined as traveling above the posted speed limit.

An associated aim of the SCDP was to document the delivery of enhanced enforcement efforts by an IRSU along the treatment corridor, including characteristics and quantity of deployment over a specified period of time.

Photo credit: Google Maps

The study took place during two time phases:

- A 'baseline' phase (March – April, 2014) involving only standard/baseline traffic enforcement on all three corridors delivered by Surrey Municipal Traffic Unit
- An 'intervention' phase (May – August, 2014) involving enhanced traffic enforcement delivered by Fraser Valley IRSU (FV-IRSU) on the treatment corridor only

Speed Reader Boards were set up along each corridor to record traffic volume data as well as driver speeds for the duration of the study, and operated continuously throughout the six-month study period in 'night-mode' so as to reduce impact on driver behaviour.

Data analysis and results from the SCDP was completed in early 2015, final findings were tabled with Governance Council in March of 2015.

GOAL 1:
Support Enforcement Efforts to Reduce High Risk Road User Behaviour

Police Officer Motivation and Impaired Driving Enforcement Study

In September 2010, the Government of British Columbia introduced IRP provisions, which involved changes to the *MVA* that enabled police officers to issue substantial driving prohibitions at road-side to drivers affected or impaired by alcohol. Leading the support for the IRP sanctions were the parents of Alexa Middelaer, a four-year-old girl from Delta, BC who was killed by an impaired driver in 2008.

In dedication to her memory, "Alexa's Team" became a distinction awarded to BC police officers who process 12 or more impaired drivers in a single year by way of either *Criminal Code* charge or IRP legislation. As of 2014, members who charged 25 or more impaired drivers were recognized as "Alexa's Team All Stars" for their diligence and dedication in targeting impaired driving. Across the province, 52 members were awarded this distinction in 2014.

The Police study had three main objectives:

- Assess the degree to which IRP legislation motivated police officers
- Determine factors that distinguish "Alexa's Team All Stars" from other officers
- Identify trends in practice, motivation, and management of BC's highest performing officers in the field of impaired driving enforcement

In November 2014, the survey was field-tested with traffic officers who provided their opinion on the clarity and ease-of use of the instrument. Data gathering was done in early 2015. The study, conducted by RCMP "E" Division Operations Strategy Branch in collaboration with RSU, was completed for Governance Council in March 2015.

GOAL 2:
Minimize the Impact of Vehicle Crime

Integrated Municipal Provincial Auto Crime Team

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. The unit has been operational since 2003 and consists of specialized auto theft investigators from seven police agencies in the Greater Vancouver area. IMPACT serves all RCMP and independent municipal police jurisdictions in BC. IMPACT enforcement consists of the Enforcement Team (ET), Investigative Team (IT), and the BaitCar Program (BCP). The IT was introduced as part of the larger implementation of recommendations outlined in the *IMPACT Review* (2012).

Since the inception of IMPACT's 2007— 2014 Strategic Plan, the ET has apprehended and arrested 586 auto thieves and recovered 1,569 stolen vehicles throughout BC. Additionally, the BCP has led to the arrest of 551 auto thieves. Between the two successful IMPACT programs, a total of 1,137 arrests have been made relating to auto theft over the last eight years.

Auto crime was on the rise in BC in 2014. ICBC reports that according to police data vehicle thefts increased by 31% in 2014 as compared with 2013. The increase in IMPACT output during 2014 is consistent with the increase in auto crime that occurred throughout the province this year.

Table 11: IMPACT Arrests and Recovery of Stolen Vehicles—Summary (2012—2014)

Summary of IMPACT Arrests and Stolen Vehicle Recovery				
	2012	2013	2014	2013 vs. 2014
Enforcement Team Arrests	90	59	80	+26%
BaitCar Program Arrests	64	65	82	+21%
Total IMPACT Arrests	154	124	162	+24%
Stolen Vehicle Recovery	140	150	183	+18%

GOAL 2:
Minimize the Impact of Vehicle Crime

Integrated Municipal Provincial Auto Crime Team (continued)

IMPACT Review

In 2013, the RSU completed a review of all IMPACT operations. The report presented findings relating to future trends of vehicle crime in BC as well as recommended options for the ET's role in continuing to track and apprehend auto thieves.

ETEP Governance Council endorsed the final IMPACT Review report and a recommended option to set a new direction for IMPACT. This included: encouraging IMPACT to analyze their operational structure with the goal of supporting a new five-year Strategic Plan; to be involved in long-term, integrated investigations of chronic auto crime offenders; to expand operational reporting; to ensure that BC's BaitCar fleet is kept current with vehicle crime trends; and to fulfill IMPACT's role as a provincial unit by providing expertise, training and assistance to jurisdictions across BC.

Photo credit: MPSSG

A long-term investigative team was established at IMPACT with a primary focus on investigating more complicated auto crime offences, assisting in the background research of prolific auto crime offenders in BC, and working more closely with policing partners throughout the province and nationally in order to deploy resources in a more strategic manner.

IMPACT created a strategic targeting model for prolific auto crime offenders to better identify those responsible for auto crime-related offences in the province. This program relies on input from the partner agencies, auto crime and street enforcement teams. Identified offenders are assessed and prioritized for enforcement action by IMPACT and other Crime Reduction Units in the province.

The Enforcement Team continued to focus on tracking and apprehending chronic auto thieves through their investigation work and deployment of surveillance equipment. In addition to 80 arrests made by the ET, the team provided assistance to other police detachments across BC, which resulted in an additional 27 arrests.

GOAL 2:
Minimize the Impact of Vehicle Crime

BaitCar Program

The BaitCar Program (BCP) continued to catch auto thieves in 2014 across the province, with a stable upward trend in arrests relating to both thefts from vehicles and stolen vehicle crimes. Bait vehicles and bait property were provided to various detachments across BC to deploy in "hot spots" identified through intelligence-led policing. BaitCar liaison training was provided to 22 BC jurisdictions in 2014.

In 2014, there were 272 BaitCar activations in BC. Out of 82 arrests made by the BCP, 43 were for theft of auto and 39 were for theft from auto. The program demonstrated successful efforts in their focus on theft from auto.

As part of the larger IMPACT review, the BCP fleets were also assessed. As a result, funding was secured to start updating the technology in the vehicles starting in 2015. The BCP continued to expand their enforcement and operations data collection in 2014.

Photo credits: IMPACT

GOAL 3:
Affect Road User Behavioural Change

Policy Leadership

In 2014, the RSU contributed a policing and road safety perspective to a number of important road safety research and policy initiatives including:

- MoTI's Rural Highways Safety and Speed Consultation and Review
- Updating and providing clarity on BC's winter tires definitions and guidelines
- Continuing to identify, address and improve alcohol and drug impaired driving enforcement and training issues
- Enhancing awareness and enforcement efforts, as well as contributing to improved regulations for BC's "Party Bus" industry, including limousines and passenger vehicles
- Improving police officer information and processes regarding fraudulent driver's licences

BC Association of Chiefs of Police Traffic Safety Committee

The RSU provides funding and secretariat support for executive and general meetings of the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC). The BCACP TSC general membership, which is comprised of traffic police and road safety partners, meets twice a year.

The TSC's work is supported by three sub-committees: Enforcement; Administration, Training and Recognition; and Legal, Procedural and Technical. Additionally, a special working group, the Impaired Driving Advisory Committee, addresses matters related to impaired driving enforcement, reporting through the Legal, Procedural and Technical Sub-Committee. Together, these working forums serve to study and advance road safety enforcement issues.

Photo credit: ICBC

In 2014, the following three motions of the BCACP TSC were supported by the BC Association of Chiefs of Police:

- Endorsing the 2014 provincial enforcement campaign schedule
- Recommending that current legislation be amended to increase penalties to those using electronic devices while driving to include demerit points and/or vehicle impoundment
- Recommending the *Liquor Control and Licensing Act* and the *Passenger Transportation Act* be reviewed and amended to provide the legislative accountability for the licensee and the driver to be responsible for the consumption of liquor in their vehicles.

GOAL 3:
Affect Road User Behavioural Change

Justice Institute of British Columbia

Equipping police with current, relevant knowledge enhances the quality of enforcement and increases the potential for officers to affect road user behavioural change through enforcement tactics and in their encounters with drivers. To help affect road user behavioural change, the RSU provides funding to the JIBC principally for municipal police officers to receive specialized traffic-related training.

The JIBC and the RCMP Pacific Regional Training Centre (PRTC) work together to maximize traffic training efficiencies, including offering more timely access to enhanced training courses; this has resulted in some RCMP IRSU officers accessing JIBC courses and some municipal officers attending PRTC courses to enhance specific traffic enforcement skills.

The JIBC program provides advanced traffic training in areas such as:

- Impaired driving detection and Standardized Field Sobriety Testing
- Blood Alcohol Content (BAC) testing certification
- On scene collision investigation
- Crime scenes diagramming
- Forensic mapping
- Commercial Vehicle Police Enforcement
- Drug Recognition Expert
- Collision analysis
- Pedestrian collision

The table below shows enrolment in the Intoximeter Conversion Course and Intoximeter Certification Course has declined steadily since 2012, as the majority of officers have already received this training.

Table 12: JIBC Course Descriptions and Participants (2012—2014)

Course Description	Number of Participants		
	2012	2013	2014
Basic Collision Investigation	10	16	16
Commercial Vehicle Police Enforcement	16	15	15
Drug Recognition Expert	-	5	0
Intoximeter Conversion Course	118	70	n/a
Intoximeter Certification Course	-	20	33
Standardized Field Sobriety Test	-	16	16
Total Participants	144	142	80

GOAL 3:
Affect Road User Behavioural Change

Media and Public Awareness Efforts

In 2014, the RSU supported public awareness of the BCACP Provincial Enforcement Calendar through: targeted radio buys, coordinating MPSSG's ministerial and police leadership messaging, and participating in campaign events. Enforcement advertising was aligned with ongoing campaigns to provide optimal public awareness messaging.

In addition to paid media, the RSU worked with ICBC to achieve and surpass its 2014 goal of generating six earned media mentions by almost three times. A total of 17 proactive earned media activities promoted enhanced enforcements efforts and the BCACP Traffic Safety Committee throughout the year. Quotes from selected events are provided below.

Photo credit: ICBC

"High-risk driving behaviours such as tailgating, failing to yield or speeding have no place on our roadways ... Drivers have to be responsible for their actions, pay attention and focus on driving. As police officers, we see the heartbreaking effects that result from bad driving behaviours - we will be out in full-force across the province to let you know that we are serious about reducing these senseless crashes that are so easily prevented."

Chief Officer Neil Dubord
Chair of the BCACP TSC
High Risk Driving Launch
(May 2, 2014)

"We all know distracted driving is dangerous yet many people still aren't getting the message ... Every day we see drivers using their phones. The law applies whenever you're in control of the vehicle – even when you're at a red light or in bumper-to-bumper traffic, you're still driving."

Supt. Denis Boucher
"E" Division Traffic Services, RCMP and
Vice-Chair of the BCACP TSC
Distracted Driving/Occupant Restraint Launch
(September 4, 2014)

GOAL 4:
Foster Effective Communication and Collaboration

Road Safety Partnerships and Stakeholder Relations

The RSU serves as the Secretariat to the BCACP TSC and actively participates in addressing issues and advancing the business of committee to government. In its role as Secretariat, the RSU is responsible for:

- Managing the business and financial affairs of the Committee
- Planning and coordinating regular meetings of the executive and general membership
- Initiating communications on behalf of the Chair
- Preparing and distributing minutes and formal motions from all Committee meetings

During 2014, the executive met in February and September and the general membership met in March and April.

The RSU is working with BCACP TSC members and the executive to implement key findings from the BCACP TSC 2013 Membership Survey including supporting sub-committees, opportunities for technical presentations, networking, and sharing innovative solutions and strategies. Suggestions for meeting themes, submitted by the membership, centred on enforcement priorities such as drug impaired and distracted driving. Officer safety themes include distractions in police vehicles as areas for further attention and discussion.

Photo credit: ICBC

GOAL 4:
Foster Effective Communication and Collaboration

Road Safety Working Committees

In 2014, the RSU participated in two working committees to support the delivery of the *BC Road Safety Strategy (2015 and Beyond)*. The *BC Road Safety Strategy* was developed by RoadSafetyBC in consultation with over 30 BC stakeholder groups including: government, the insurance sector, crown entities, enforcement agencies, researchers, the health sector, local government representatives and others. The goals and principles of the *BC Road Safety Strategy* align with the broad framework presented in *Canada's Road Safety Strategy 2015*, developed by the Canadian Council of Motor Transport Administrators (CCMTA) in collaboration with national road safety partners, stakeholders and jurisdictional members.

The purpose of the *BC Road Safety Strategy* is to:

- Work toward zero deaths and serious injuries from road traffic in BC
- Promote road safety
- Increase efficiencies within the road safety community
- Facilitate the creation of improved information and tools to support road safety

The BC Road Safety Strategy is envisioned to be delivered according to the following model of collaboration, information exchange, and expertise, as depicted in the chart below.

Figure 12: BC Road Safety Strategy

Systemic Approach to Road Safety: Connecting and Leveraging the Broader Road Safety Community
Road Safety Steering Committee
(ADMs, Superintendent of Motor Vehicles, senior executives, special advisor)
Sets direction
Road Safety Assembly
All stakeholders meet once per year
Standing Working Committees
Safe Vehicles
Safe Roads and Communities
Research and Data
Safe Road Users
Education and Awareness
Coordination / Facilitation
Office of the Superintendent of Motor Vehicles

GOAL 4:
Foster Effective Communication and Collaboration

Road Safety Working Committees (continued)

The Safe Road Users Working Committee, which an RSU representative co-chairs, focuses on the following objectives:

- Examine non-conventional approaches to traffic enforcement methods to identify best practices, including innovative use of locations, methods and partners for enforcement and interdiction of drivers who put vulnerable road users, especially pedestrians, at greatest risk
- Explore best uses and practices in deployment of modernized or automated enforcement measures, including those approaches that may best protect vulnerable road users and police officers conducting enforcement in dangerous locations
- Investigate the use of technologies to improve efficiency and effectiveness of impaired driving enforcement, including by alcohol and drug consumption, and how any such technologies or best practices could be implemented in BC

The Research and Data Working Committee, of which an RSU representative actively participates, works collaboratively to:

- Define traffic safety data needs and improve the quality, completeness, timeliness, and availability of road safety data in BC
- Facilitate road safety research, surveillance, evaluation, and collision analysis with the aim of providing information that can be used by the Road Safety Strategy Steering Committee and other stakeholders to improve road safety through effective programs and policies
- Enhance road safety data and research capacities in BC

For more information on the BC Road Safety Strategy and associated working groups, please visit the Government of BC's website:

http://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/road-safety-rules-and-consequences/publications-legislation-and-data/bc-road-safety-strategy

IRSU Criminal Interdiction and Seized Items

In addition to the traffic enforcement activities carried out by the IRSUs, opportunities for criminal interdiction can arise during the course of duty. In 2014, IRSU officers recorded a total of 1,370 criminal interdictions. These encounters resulted in the seizure of approximately $75,000, five vehicles, and six stolen licence plates. Additionally, 419 cases of drug seizures were reported and 14 weapons were seized. These statistics demonstrate the added public safety benefit that IRSU officers provide, above and beyond performing their regular traffic duties. The vignettes below provide specific case studies highlighting IRSU officer interdiction and the items that were seized as a result of their investigations.

North District

During Spring 2014, a North District IRSU officer stopped a vehicle for speeding. While dealing with the driver, the member detected a strong odor of fresh marijuana. A search of the vehicle revealed several different drugs (marijuana, cocaine, and methamphetamine) valued at around $2,000, drug paraphernalia, two electronic scales, and three cellular phones. Cash was located in the vehicle, on the driver, and in a backpack, resulting in the seizure of approximately $32,000. The driver faces charges of Possession for the Purpose of Trafficking Drugs.

South East District

During Fall 2014, a West Kootenay IRSU officer stopped a vehicle for speeding. The officer noticed the strong odor of fresh marijuana, and the driver surrendered a small bag containing the drug and assorted paraphernalia. After the driver was arrested for possession of a narcotic, the officer noted erratic behaviour and pursued his search of the vehicle, discovering a duffle bag and suitcase containing almost $20,000 worth of marijuana. The driver was charge with Possession for the Purpose of Trafficking Drugs and subject to the Criminal/Civil Forfeiture seizure of his vehicle.

Vancouver Island District

During Summer 2014, CRD IRSU officers operating a check stop in Victoria were interviewing a driver and noticed the strong odor of fresh marijuana emanating from the vehicle. The driver of the vehicle was arrested and a search of the vehicle revealed marijuana, cocaine, two small weighing scales and a large sum of cash which led officers to believe the driver was selling illegal drugs. As a result of the driver's arrest and the evidence found, the driver faces charges of Possession for the Purpose of Trafficking Drugs and the Criminal/Civil Forfeiture of his brand new $35,000 vehicle.

Lower Mainland District

During Spring 2014, a Fraser Valley IRSU member encountered a vehicle at a roadblock located in Surrey. The odour of marijuana was emanating from inside the vehicle. The driver (lone occupant) was arrested, chartered and warned. A search of the vehicle and driver located a large amount of marijuana in the trunk, individual packages of cocaine in the driver's pockets, a large amount of cocaine in the centre console, an electronic scale, a BlackBerry, and $310 cash. All items were seized as evidence and the driver was charged accordingly.

End of Document